

Walking Audits

Walking audits are site inspections undertaken initially to review the streets and the problems along the streets. From the Team's visit and the residents' input, the following conclusions were drawn:

Palolo is an urban neighborhood tucked between the Mauumae Ridge and the Wa'ahila Ridge. Topographically, the lower portion of the valley is fairly flat with a stream traversing the valley toward the ocean.

The neighborhood is alive with children playing. People of all ages live in Palolo Valley and are often outdoors being active, working in their yards and socializing. There is a great sense of community pride. Palolo Valley has a strong sense of identity. Many people own their own homes.

Each of the spine streets (Palolo Avenue, 10th Avenue and 9th Avenue) use a 40-foot width of pavement curb to curb. Many residents have complained about excessive speeding and reckless driving. All of the spine streets in the neighborhood are posted at 25 miles per hour. This is a common speed for residential neighborhoods, but it is easily, and often broken. Police officers in Palolo have commented that motorists have been timed traveling up to 70 mph. Because the roads have little topographical variation and are generally straight, the driver feels comfortable traveling at speeds greater than the speed limit.

There is a very nice planter strip and sidewalks on both sides of the street on most streets. In some cases such as Waialae Avenue, there is no planter strip to separate the pedestrian on the sidewalk from the motorist on the roadway. On-street parking is found on both sides of most streets. Parking density is moderate. Ahe Street however, has saturated parking.

Several intersections in the Valley have limited or poor sight distances. The intersection of Palolo Avenue, 6th Avenue, and Keanu Street is particularly difficult. When motorists pull up to an intersection at an angle of less than 90 degrees, it is difficult to see oncoming traffic from around the corner. In addition, these types of intersections are harder for pedestrians to cross. There are no identified crosswalks for pedestrians and often, motorists are too concerned about oncoming traffic to take time to look for pedestrians or bicyclists.

Many interior roads have a pavement width of 26 feet and some streets headed up the mountain on the edges of the valley have only 18 feet of pavement. These streets require motorists to share one lane of roadway. This is an excellent way to slow traffic and require drivers to be courteous to one another. However, many of these intersections come in at steep angles and the intersections with the spine roads are hidden or come in at a curve. It is important here to make travelers on 10th and Palolo Avenues aware that they are approaching an intersection and force the motorist to slow appropriately.

Because Palolo is surrounded by impassable mountain ridges, transportation linkages to the rest of the island are limited to those roads that connect to Waialae Avenue. When traveling options are limited it is important to incorporate a comprehensive traffic calming scheme so that the calming of one road does not result in the misuse of another.

During the walking audit, numerous residents were observed walking, bicycling, pushing strollers, jogging, skateboarding and playing in the street. Because of the neighborhood's proximity to the parks, schools and neighborhood businesses it is convenient for residents to walk or bicycle to their destinations. These types of trips allow people to enjoy their surroundings and interact with their neighbors while going about their business. These are the types of trips that build stronger communities and should be encouraged by pedestrian friendly and bicycle friendly design.

Charrette Agenda

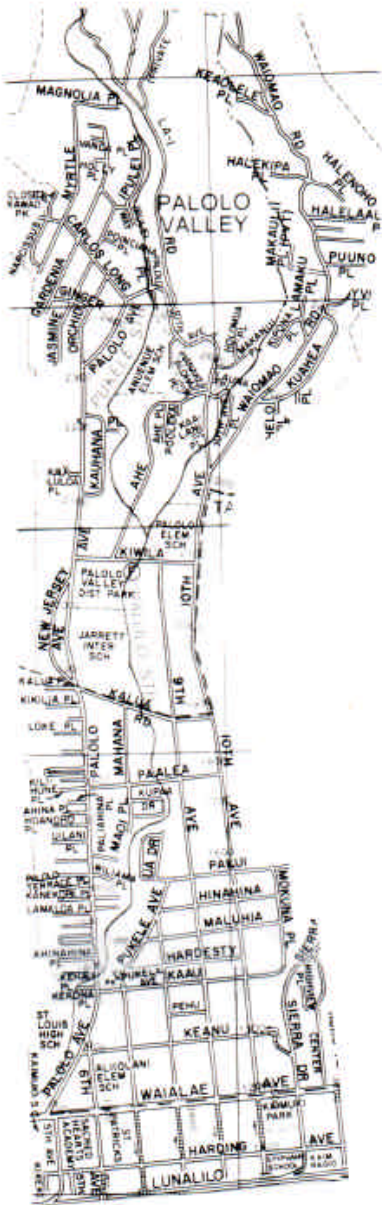
- I Introduction
- II Presentation
- III What are the Tools?
- IV Brainstorming the Big Problems
- V Voting on Priorities
- VI Design Tables
- VII Group Reports
- VIII Closing

An evening charrette was held on Thursday, September 9, 1999, between 6:00 and 9:00 pm. Twenty-six residents gathered to learn the process, tools and applications of traffic calming. Following a 40-minute presentation on traffic calming by Dan Burden, residents were asked to "Identify the Big Problems". Residents discussed the need to work together to get additional involvement of the neighborhood. Residents would like to minimize traffic impacts around the schools and parks. They welcomed additional designs and suggestions that address speeding.



PUBLIC CONSENSUS

The Palolo Valley Neighborhood charrette achieved a remarkable degree of public consensus on traffic calming topics, and provided sufficient direction to permit the design team to go forward with both the system development and actual design of various traffic calming features. The most important product of a charrette is reaching neighborhood "ownership" of the problem, developing consensus and an ongoing willingness to work with the neighborhood board, elected officials and City/County staff to achieve early and appropriate re-construction of roadways and intersections. Consensus was reached on each of the following:



- ◆ Speeding is the primary issue in the Palolo Valley
- ◆ Speeding leads to a safety loss and tragic suffering, which will no longer be tolerated in this valley
- ◆ Engineering must create an environment where 85% of the public acts in a responsible manner
- ◆ Law enforcement will be applied to curtail the final 15% of speeders
- ◆ Palolo Valley needs to traffic calm each of the three major spine streets (Palolo Avenue, 9th Avenue and 10th Avenue)
- ◆ Other key streets, such as Ahe Street, Keanu Street, Kalua Street, and Paalea Street should be addressed
- ◆ The treatments must be developed and applied to not divert traffic from one street to another
- ◆ The treatments are to remove minimum parking in most locations.
- ◆ In a few areas parking is less critical and measures that remove some parking are acceptable
- ◆ Bicycles are to be provided for in all designs
- ◆ Traffic calming features will be attractive, functional and fit into the neighborhood.

Specific Summary recommendations from the charrette participants:

- ◆ Redesign Palolo and Waialae
- ◆ Close 6th from Keanu to Palolo
- ◆ Bulbouts at Paalea and Palolo
- ◆ Median crosswalk at Kiwila and Palolo
- ◆ Redesign Orchid and Palolo
- ◆ Speed tables on Ahe
- ◆ Angled crosswalk with medians and bulbout at 10th and Kiwila
- ◆ Mini roundabout at 9th and Kalua
- ◆ Bulbouts at Paalea and 10th
- ◆ Mini-circle at Hardesty and 10th
- ◆ Mini-circle at Kaau and 9th
- ◆ Mini-circle at Keanu and 9th
- ◆ Mini-roundabout at Keanu and 10th

STUDY AREA

Palolo Valley residents are served by three principle spine roads (Palolo Avenue, 9th Avenue and 10th Avenue). A number of other roads cross the valley (Kalua St., Kiwila St. and Paalea St.). These roadways are treated as a system. Buses make use of Palolo Ave., 9th Avenue and 10th Avenue. A Palolo Valley fire station is located central to residents (Kalua St.). There are some pockets of small neighborhood commercial activities on Palolo and 10th Avenues. There are many proud, productive people in Palolo. Many newly settled people choose to live here. There are an abundance of churches and temples. Due to the mountain bounded geography of this valley there is no through traffic. All problems originate and must be resolved inside

